



House of Representatives

General Assembly

File No. 122

February Session, 2002

Substitute House Bill No. 5007

House of Representatives, March 25, 2002

The Committee on Transportation reported through REP. COCCO of the 127th Dist., Chairperson of the Committee on the part of the House, that the substitute bill ought to pass.

**AN ACT REQUIRING THE CONNECTICUT TRANSPORTATION
STRATEGY BOARD TO SUBMIT FINDINGS AND
RECOMMENDATIONS FOR EACH NEW ECONOMIC DEVELOPMENT
PROJECT.**

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Section 6 of public act 01-5 of the June special session is
2 repealed and the following is substituted in lieu thereof (*Effective from*
3 *passage*):

4 (a) [The] Prior to the approval of any new project or new
5 construction which requires the expenditure of funds in excess of one
6 hundred thousand dollars by the Department of Economic and
7 Community Development, the Connecticut Development Authority or
8 Connecticut Innovations, Incorporated, the Commissioner of Economic
9 and Community Development and the executive directors of the
10 Connecticut Development Authority and Connecticut Innovations,
11 Incorporated shall submit an impact statement for each such project
12 [new to the state or new construction and seek funding from said

13 entities] to the Connecticut Transportation Strategy Board, [created]
 14 established pursuant to section 2 of [this act,] public act 01-5 of the
 15 June special session, (1) summarizing whether or not such project
 16 conforms to the strategy said board submits to the General Assembly
 17 in accordance with section 4 of [this act] public act 01-5 of the June
 18 special session, (2) estimating the number of employees to be hired and
 19 the increase in the number of customers expected as a result of such
 20 project, (3) specifying any foreseeable increase in the volume of truck
 21 traffic generated by such project, (4) approximating the number of
 22 employees utilizing alternative means of commuting to and from
 23 work, and (5) estimating the effect of such project on air and water-
 24 borne traffic. Said board shall evaluate each such impact statement to
 25 determine whether such project conforms to such strategy and shall
 26 submit to said commissioner and executive directors any findings and
 27 recommendations with respect to such project.

28 (b) On or before July 1, 2002, and quarterly thereafter, the
 29 Commissioner of Economic and Community Development shall
 30 update the board on all project activities occurring during such
 31 quarter.

This act shall take effect as follows:	
Section 1	<i>from passage</i>

TRA *Joint Favorable Subst.*

The following fiscal impact statement and bill analysis are prepared for the benefit of members of the General Assembly, solely for the purpose of information, summarization, and explanation, and do not represent the intent of the General Assembly or either House thereof for any purpose:

OFA Fiscal Note**State Impact:**

Fund-Type	Agency Affected
GO Bond Funds - Cost	Department of Economic and Community Development
Cost	Connecticut Development Authority (quasi-public); Connecticut Innovations, Inc. (quasi-public)
SF - Cost-Minimal	Department of Transportation (Transportation Strategy Board)

Note: SF=Special Fund (Non-appropriated)

Municipal Impact: None

Explanation:

It is anticipated that requiring the Department of Economic and Community Development (DECD), the Connecticut Development Authority (CDA) and Connecticut Innovations, Inc. (CII) to submit impact statements prior to a project's approval containing the information required concerning customers, traffic and commuting will increase costs to the state. It is estimated that these impact statements will necessitate expenditures for traffic studies costing from \$15,000-\$100,000 per project, depending on the complexity of the project. It is estimated that this could impact 100 DECD projects, 100-125 CDA projects and approximately 25 CII projects per year. The \$100,000 threshold in the bill is anticipated to have virtually no impact on limiting the projects.

The Transportation Strategy Board (TSB) can review the impact statements within their routine duties and their currently available

resources. The TSB is currently funded from \$32 million in FY 01 surplus funds and \$12 million in bond funds.

OLR Bill Analysis

sHB 5007

AN ACT REQUIRING THE CONNECTICUT TRANSPORTATION STRATEGY BOARD TO SUBMIT FINDINGS AND RECOMMENDATIONS FOR EACH NEW ECONOMIC DEVELOPMENT PROJECT**SUMMARY:**

Currently, the commissioner of the Department of Economic and Community Development (DECD) and the executive directors of the Connecticut Development Authority (CDA) and Connecticut Innovations, Incorporated (CII) must submit an impact statement to the Connecticut Transportation Strategy Board (CTSB) for any project new to the state or for new construction that seeks funding from any of them. This bill limits this requirement to new projects or construction requiring expenditure of more than \$100,000 by DECD, CDA, or CII, but it also requires submission of the impact statement prior to the project's approval.

The current impact statement must indicate to the CTSB whether the project conforms to the strategy the CTSB must, by law, develop and submit for General Assembly approval. The bill requires that the pre-approval impact statements also (1) estimate the number of new employees and the increase in the number of customers expected as a result of the project, (2) specify any foreseeable increase in truck traffic volume the project may generate, (3) approximate the number of employees using alternative means of work commuting, and (4) estimate the project's effect on air and waterborne traffic. The CTSB must evaluate each impact statement for conformity to the strategy and submit any findings and recommendations on the project to the commissioner and executive directors.

EFFECTIVE DATE: Upon passage

COMMITTEE ACTION

Transportation Committee

Joint Favorable Substitute
Yea 20 Nay 8